

From: Ben Ellies
To: Richard Rykowski
Cc: Chris Nevers; David Ganss; David Haugen; Joseph McDonald; Linc Wehrly; Matt Brusstar; Robert Peavyhouse; William Charmley
Subject: Re: Fw: Certification of 2009 MY Diesel Jetta
Date: 04/18/2008 03:06 PM

One more thing. You need to make sure that performance numbers are equivalent. I bet the 2.0L diesel outperforms the 2.5L gasoline NA engine (which I don't have at hand)...

▼ [Richard Rykowski/AA/USEPA/US](#)

**Richard
Rykowski/AA/USEPA/US**
EPA-OAR,OTAG,ASD

Received Date:
04/18/2008 08:53 AM
Transmission Date:
04/18/2008 08:53:28 AM

To Linc Wehrly/AA/USEPA/US
cc Ben Ellies/AA/USEPA/US@EPA, Chris
Nevers/AA/USEPA/US@EPA, David
Ganss/AA/USEPA/US@EPA, David
Haugen/AA/USEPA/US@EPA, Joseph
McDonald/AA/USEPA/US@EPA, Matt
Brusstar/AA/USEPA/US@EPA, Robert
Peavyhouse/AA/USEPA/US@EPA, William
Charmley/AA/USEPA/US@EPA

Subject Re: Fw: Certification of 2009 MY Diesel Jetta 

Based on the market data file, the 2.5 L engine has fixed valve timing and lift. Assuming 33.5 mpg for the diesel, I calculate a 28% reduction in fuel consumption relative to the 24 mpg baseline vehicle, which is at the lower end of the 25-40% range.

Also, the difference between the CO2 and fuel consumption effects seems much smaller to me than the difference in the carbon contents of gasoline and diesel fuel. The difference in the carbon contents in the Volpe Model (which I thought we had checked) is closer to 15%.

Finally, the effect of turbo, downsizing is 4%, though round off errors could be enormous with these figures. In Volpe, the effect is just 1.0% after dis-synergies.

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▼ [Linc Wehrly/AA/USEPA/US](#)


**Linc
Wehrly/AA/USEPA/US**

To William Charmley/AA/USEPA/US@EPA
cc Ben Ellies/AA/USEPA/US@EPA, Chris

Received Date:
04/17/2008 04:12 PM
Transmission Date:
04/17/2008 04:12:25 PM

Nevers/AA/USEPA/US@EPA, David
Ganss/AA/USEPA/US@EPA, David
Haugen/AA/USEPA/US@EPA, Joseph
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Subject

Re: Fw: Certification of 2009 MY Diesel Jetta 

Bill,

The gasoline Jetta comes with two engines: 2.5L base engine and 2.0L turbo option.

2.5L

Manual - 21 city, 29 hwy, 24 comb
Auto - 21 city, 29 hwy, 24 comb

2.0L Turbo

Manual - 21 city, 31 hwy, 25 comb
Auto - 22 city, 29 hwy, 25 comb

2.0L Diesel

Manual - 30 city, 41 hwy, 34 comb
Auto - 29 city, 40 hwy, 33 comb

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▼ William Charmley/AA/USEPA/US

**William
Charmley/AA/USEPA/US**
EPA-OAR,OTAQ,ASD
Sent by: William Charmley

Received Date:
04/17/2008 02:30 PM
Transmission Date:
04/17/2008 02:30:11 PM

To David Haugen/AA/USEPA/US@EPA, David
Ganss/AA/USEPA/US@EPA, Ben
Ellies/AA/USEPA/US@EPA, Chris
Nevers/AA/USEPA/US@EPA, Joseph
McDonald/AA/USEPA/US@EPA, Richard
Rykowski/AA/USEPA/US@EPA, Matt
Brusstar/AA/USEPA/US@EPA, Robert
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cc Linc Wehrly/AA/USEPA/US@EPA

Subject Fw: Certification of 2009 MY Diesel Jetta

Chris and Bob,

Deliberative Process / Ex. 5

Deliberative Process / Ex. 5

How does this Jetta compare to a similar gasoline vehicle - do we have data from Volkswagen from the same vehicle that is gasoline?

----- Forwarded by William Charmley/AA/USEPA/US on 04/17/2008 02:25 PM -----

Linc Wehrly/AA/USEPA/US
EPA-OAR,OTAQ,CISD
Sent by: Linc Wehrly

Received Date:
04/17/2008 02:19 PM
Transmission Date:
04/17/2008 02:19:31 PM

To Margo Oge/DC/USEPA/US@EPA
cc Karl Simon/DC/USEPA/US@EPA, Christopher Grundler/AA/USEPA/US@EPA, Chet France/AA/USEPA/US@EPA, Janet Cohen/AA/USEPA/US@EPA, Mary Manners/AA/USEPA/US@EPA, Cleophas Jackson/AA/USEPA/US@EPA, Ed Nam/AA/USEPA/US@EPA, Byron Bunker/AA/USEPA/US@EPA, William Charmley/AA/USEPA/US@EPA

Subject Certification of 2009 MY Diesel Jetta

Margo,

On Monday, April 14th, we issued a conditional certificate to Volkswagen for the 2009 model year diesel Jetta and Jetta Sportswagon passenger cars. These vehicles are certified to Tier 2 bin 5 and CARB LEV II standards. These vehicles are equipped with a 2.0 liter turbocharged diesel engine that uses common rail fuel injection, EGR, diesel oxidation catalyst, particulate filter, and lean NOx trap (adsorber). They also use a 6-speed transmission (auto and manual).

Deliberative Process / Ex. 5

The recently certified Mercedes diesel GL320/ML320/R320 are also 50-state compliant, but use SCR.

The fuel economy label values (5-cycle based) are impressive at 30 mph city, 41 mph highway, and 34 combined for the manual transmission and 29 mph city, 40 mph highway, and 33 mph combined for the automatic transmission. Per CAP 2000 regulations and similar to the practice of most of the German auto manufacturers, the certificate is conditional upon passing EPA confirmatory testing at NVFEL. The confirmatory testing is scheduled for May 14, 2008. The vehicle will be tested over the FTP, highway and US06 test cycles. We will inform you of the test results as soon as they are available.

Please let me know if you have any questions.

Regards,
Linc

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